

1957

Guide

to your New

Chevrolet



CLASSIC CAR ARCHIVE

Your 1957 Chevrolet is the newest and finest Chevrolet ever built—designed to serve you faithfully and economically for many thousands of miles. The information and suggestions found in this owners manual can help you enjoy, to the fullest, all of the advantages and features built into your Chevrolet.

Your Chevrolet dealer is well trained and equipped to inspect and service your Chevrolet and keep it ready to provide new car service and performance. Have him inspect and service your car at regular intervals.

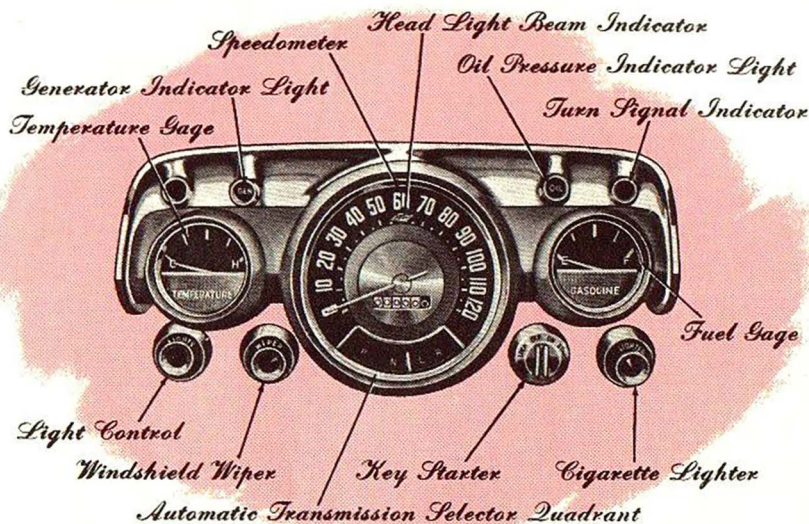
We would also like to take this opportunity to thank you for choosing Chevrolet—and to assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

Instruments and Controls



INSTRUMENT CLUSTER

Your driving instruments are grouped directly in front of the steering wheel for quick, easy viewing. The wide hood over the entire dash panel shields the instruments from glare and, at night, keeps reflections of the panel lights from striking the windshield and disrupting your vision.

SPEEDOMETER—Dominating the instrument cluster is the speedometer which registers the speed of the car in miles per hour as well as accumulated mileage.

FUEL GAUGE—Electrically operated, the fuel gauge operates only while the ignition switch is turned on, returning to the empty mark when the ignition is turned off.

TEMPERATURE GAUGE—Showing the engine coolant temperature, the needle will normally register near the center of the dial spread. Very hot weather, long hard driving or prolonged idling may cause higher than normal indications. Should the needle move to the H (HOT) end of the dial, stop the engine until the cause of the overheating is determined.

OIL PRESSURE INDICATOR—This indicator will show a red light when oil pressure is low. If light remains on while engine is operating, shut off engine until cause is determined. Flickering of this indicator light when engine is idling is normal.

GENERATOR INDICATOR—Shows a red signal light when the generator is not charging. If the light is continually on while driving, the cause of the discharge must be found and corrected quickly.

TURN SIGNAL INDICATOR LIGHTS—These lights indicate the direction of turn being signaled by the exterior turn signals.

BRIGHT HEADLIGHT BEAM INDICATOR LIGHT — This indicator shows red to warn you that your headlights are on "bright". Remember to "dim" the lights with the headlight dimmer switch when approaching oncoming cars.

AUTOMATIC TRANSMISSION SELECTOR LEVER QUADRANT—For explanation, see pages 11 and 13.



KEY STARTER

The key starter and ignition switch has four positions, as shown. The key is required only when turning the switch to or from LOCK position. To operate, turn switch to START until engine starts, then release. The switch will return to ON position.

LIGHT CONTROL KNOB

Pull the knob out to first stop to illuminate parking, tail, license and instrument lights. Regulate the latter by turning knob. Turn knob all the way counterclockwise, past the slight resistance to light the dome lights. Pull all the way out for headlights.



WINDSHIELD WIPER

Start wiper by turning knob clockwise. Full clockwise turn provides fast wiper action. Turning knob counterclockwise provides slower speed and a full counterclockwise turns wipers off. The **windshield washer**, an optional accessory, is operated by pressing the button in the center of the knob. This squirts water on the windshield and automatically wipes it clean and dry.

PARKING BRAKE



The parking brake operates independently of the service brakes. To operate, pull straight back on the "T" shaped handle. To release, turn handle slightly and push in to normal position.

TURN SIGNAL LEVER



Pull down on the lever to signal a left turn; push up to signal a right turn. Flashing lights on the instrument panel indicate direction of turn being signaled by outside lights, front and rear. The lever automatically returns to neutral when turn is completed. **Safety hint:** a blinking left turn signal while you're changing a flat tire will serve as a caution signal to warn oncoming drivers.

HEADLIGHT DIMMER SWITCH



Headlight beams are raised or lowered through use of this foot switch. Bright beam position is indicated by a red light on the speedometer face.

REAR SEAT SPEAKER SWITCH

The switch for the accessory rear seat speaker, if installed, is located to the right of the cigarette lighter. It permits selection of either or both front and rear seat speakers.

Features

KEYS AND LOCKS

A single key will operate all locks on your Chevrolet: ignition, glove box, doors and trunk. Doors may be locked from inside by pushing down door locking button; from outside by pushing inside locking button down and holding outside door push button in while closing door. On all four door sedans, the rear door handle will be inoperative when the inside locking button is depressed, an important feature when small children ride in the back seat. Record the numbers of your keys and then remove the "knock-out" plug.

ASH TRAY

The tilt type ash tray, located at the base of the dash panel to the left of the glove compartment, is removed for cleaning by depressing the circular snuffer, at the top of the tray, and removing the entire assembly.



CIGARETTE LIGHTER

The cigarette lighter, regular equipment on all Bel Air and "Two-Ten" models, is merely pushed in when needed. When hot, it automatically clicks out, ready for use.

GLOVE COMPARTMENT

Centrally located, the glove compartment is opened by pressing the push button on the door. Lock, if desired, with the ignition key. Bel Air and "Two-Ten" models have an automatic compartment light.

ELECTRIC CLOCK

Regular equipment in the Bel Air models and available for installation in other models, the Chevrolet electric clock offers both accuracy and pleasing appearance. To set: pull out and turn the small knob at the bottom of the face of the clock. If clock runs fast or slow: rotate the small screw, located at the top of face of clock, as indicated. Turn only a small amount each time and then observe clock for several days. If more adjustment is necessary, repeat the same procedure.



SEAT ADJUSTER

Press down on the seat adjuster lever on the left of the front seat to unlock seat and allow adjustment to the front or rear. As seat slides forward it tilts as well as slides, so the driver becomes more erect as he moves forward. On **power seats**, a switch replaces the adjustment lever.

SUN VISORS

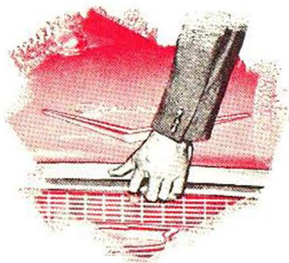
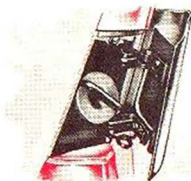
Two sun visors on Bel Air and "Two-Ten" models and a single visor on the "One-Fifty" model are designed to provide a wide range of positions to shut off glare from the sun.

DOOR VENTIPANES

Front door ventipanes are crank operated and are locked by a sliding bolt.

HOOD RELEASE

The hood release latch is located at the front of the hood and to the right of center as you face the car. Pull the release up and the counter-balanced hood will raise and remain open.



GAS CAP

The gas cap is located behind the hinged door in the left rear fender, just above the tail light.

REAR COMPARTMENT

The counterbalanced lid locks when pushed shut and may be opened with the ignition key. The spare tire and car jack are stowed at the right side of the compartment. On station wagon and sedan delivery models, the tail gate is unlocked with the ignition key and the spare tire and jack are located in a well in the floor.

AIR INTAKES

The grille screen over the top of each headlight conceals the air intake for ventilation, heating and air conditioning.



Operating Instructions

BREAKING-IN PERIOD

During your first few hundred miles of driving, you can, by observing a few simple precautions, contribute greatly to a longer life for your car and add much to its future performance and economy of operation.

Sound design and precision manufacturing methods will permit you to operate your new Chevrolet in a normal manner from its first mile on without following a formal "break-in" schedule. However, a few simple precautions during the first few hundred miles of driving will assure proper "mating" of all moving parts in the engine, transmission and rear axle.

It is recommended that your speed for the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either slow or fast. During this period avoid full throttle "jack rabbit" starts and quick, abrupt stops.

After 500 miles your Chevrolet may be called upon to deliver any speed you desire, within local regulations, for as long as you wish. It is best, however, to always drive at a reasonable speed until the engine has warmed up.

Be particularly careful to maintain the proper oil level in the crankcase. When delivered to you, your Chevrolet engine is filled with a light body, heavy duty oil containing an additive to prevent scuffing of the mating parts. **USE THIS OIL DURING ONLY THE FIRST 1000 MILES OF DRIVING.** Check the oil level frequently. If, during this period, it becomes necessary to add oil, use one of the "light body" oils described on page 25. At the end of 1000 miles, drain the oil from the engine (when hot) and replace the oil filter element (if so equipped) and refill with an oil of the viscosity number and type suggested on page 25. Use of the proper engine oil is of great importance in assuring maximum performance and economy.

The rear axle of your Chevrolet is also filled with a special lubricant and should be drained and refilled, see page 29, after the first 1000 miles of driving.

GASOLINE AND ENGINE OIL

In the selection of the gasoline and engine oil to be used, it is best to consider the reputation of the refiner or marketer. He is responsible for the quality of his product and his reputation will be your best indication of quality.

Both the Chevrolet 6-cylinder and Turbo-Fire 265 V-8 engines are designed to deliver top performance on any good gasoline, either Regular or Premium. However, under certain conditions, such as high temperatures or carbon deposit accumulation in the engine, use of a Premium gasoline in the V-8 engine will lessen the chance of detonation or "spark rap".

The Turbo-Fire 283 V-8 engine and all Power Pack installations are designed to use Premium gasoline at all times.

Engine oil types and recommendations will be found on page 25.

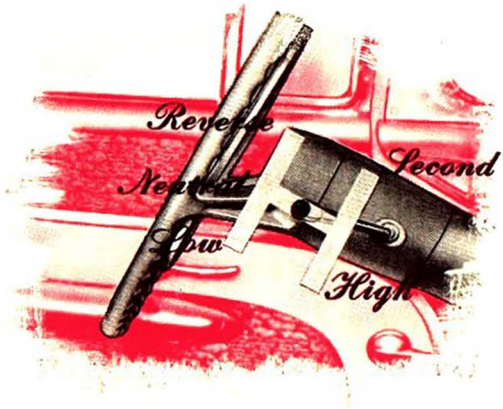
STARTING THE ENGINE

- Place the gear shift or selector lever in neutral. (If Powerglide or Turboglide, place selector lever in "N" or "P" position with "P" position preferred if car is on a hill).
- Depress clutch if you have the Synchro-Mesh transmission.
- Depress accelerator part way and hold. This presets the automatic choke.
- Turn ignition switch to START and release both switch and accelerator as soon as engine starts.

Should the engine flood, depress the accelerator to the floor and hold while cranking engine. Do not pump accelerator.

CAUTION:

Carbon monoxide is a poisonous gas produced by the engine of any car. It is odorless so that you cannot detect its presence. Be safe. Never start or run engine in a closed garage.



SHIFT LEVER

The shift lever or selector lever for all Chevrolet transmissions is located on the right side of the steering column, just below the steering wheel. The "H" shaped shift pattern shown is used with both the Synchro-Mesh and the Overdrive transmissions.

DRIVING WITH THE SYNCHRO-MESH TRANSMISSION

Start the engine as described on page 8.

TO DRIVE:

- Depress the clutch pedal, shift into first (low) position. Gently depress accelerator while releasing clutch pedal.
- As car gains speed, shift into second position and into third (high) in the same manner.

TO BACK UP:

- Depress clutch pedal and shift into reverse position. Depress accelerator while slowly releasing clutch pedal.

CAUTION:

Never attempt to shift into either first (low) or reverse gear while your car is in motion.

TO START ENGINE BY PUSHING CAR:

- Depress clutch pedal and turn on key.
- Place gear shift lever in neutral until car speed reaches 15 M.P.H.
- Move shift lever to THIRD position and slowly release clutch pedal.

DRIVING WITH THE OVERDRIVE TRANSMISSION

The optional Overdrive equipment used in conjunction with the Synchro-Mesh transmission provides an automatic fourth, or cruising, gear. The engine speed of an Overdrive equipped car is more than 22% slower than that of a conventional car at the same road speed. This contributes greatly to fuel economy, reduced engine wear and quieter, more restful, driving.



TO DRIVE:

Overdrive Control Handle—with this handle pulled OUT, the overdrive mechanism is "locked out" and the car will be in conventional drive. This handle may be pushed in to engage overdrive at any time, whether car is moving or stationary. When the car is in motion, to lock overdrive mechanism out, press the accelerator to the floor until the transmission kicks down into standard drive, and then pull out the Overdrive Control Handle.

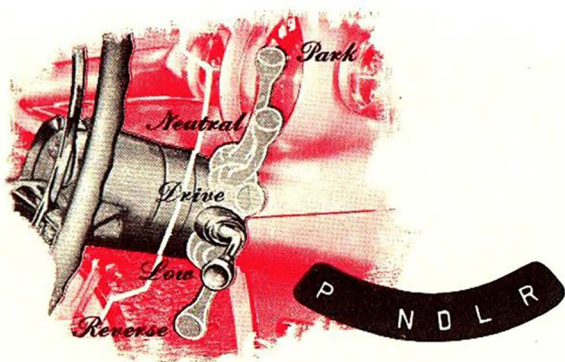
Basic starting and driving instructions while driving with the Overdrive transmission remain the same as given under "Driving with the Synchro-Mesh transmission."

IN ADDITION, WITH THE OVERDRIVE MECHANISM ENGAGED (Overdrive Control Handle "in"):

- At speeds below approximately 26 miles per hour, all gear shifting may be done without depressing the clutch pedal.
- Above 30 miles per hour the transmission will automatically drop into overdrive when the accelerator pedal is momentarily released. At this speed and above, the clutch pedal must be depressed before shifting gears.
- When driving in second or third overdrive, extra power for acceleration or hill climbing is instantly supplied by depressing the accelerator pedal to the floor momentarily.
- As speed drops below 26 miles per hour, the overdrive will automatically disengage.

TO START ENGINE BY PUSHING CAR

- Follow same procedure as with Synchro-Mesh transmission but, in addition, LOCK OUT OVERDRIVE by pulling out overdrive handle.



DRIVING WITH THE POWERGLIDE TRANSMISSION

The five selector lever positions illustrated are shown on the Powerglide quadrant indicator located on the instrument panel.

P PARK

Holds the car immovable, even on steep grades. Engine may be started and idled with lever in this position. Selector lever must be lifted slightly before it can be moved into Park position.

N NEUTRAL

With lever in this position, engine may be started and idled.

D DRIVE

For all normal driving. With lever in this position, the Powerglide transmission will automatically select the range best suited to any driving situation which might arise. Merely place the selector lever in "D" and press the accelerator for smooth, effortless driving in city or country. Your Powerglide transmission will automatically select whatever range your type of driving may call for. At speeds below 45 miles per hour, Powerglide may be automatically changed to low range for quick acceleration by "stepping down" hard on the accelerator pedal.

L LOW

Use only for pulling through deep sand or snow, climbing and descending steep hills and for additional engine braking below 40 miles per hour on dry pavement or below 12 miles per hour on wet pavement.

R REVERSE

Used for backing up. NEVER move selector lever into this position unless the car is at a standstill with engine idling. (Lift up lever to place in "Reverse position").

Note: You may "rock" the car, to free it from mud, sand or snow, by depressing the accelerator pedal slightly and moving the selector lever back and forth between "L" and "R" as required.

POWERGLIDE DRIVING CAUTIONS

- Do not accelerate engine for more than 10 seconds in "D", "L" or "R" when brakes are engaged.
- When stopped on an upgrade, DO NOT hold car by accelerating engine except very briefly. Use brakes.
- Use "L" position for hard pulls at low road speed.
- Do not move selector lever from "D" to "L" at over 40 miles per hour.
- Always stop car completely before moving to "R" or "P".
- To tow car, place selector lever in "N" and do not exceed 30 miles per hour. If transmission is not operating properly, tow with rear wheels raised.

TO START ENGINE BY PUSHING CAR

- Turn on key and place selector lever in "N" until car reaches 25 to 30 miles per hour, then move selector lever to "L"
- When engine starts, move selector lever to "D"

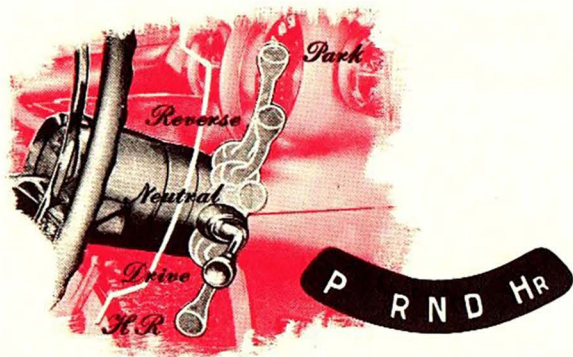
Note: Towing to start is not recommended. When engine starts the car may accelerate into tow car.

Whenever you drive, remember . . .

Your Chevrolet has been designed and manufactured to provide you with superior power, stamina and safety. You can depend on continued service, dependability and enjoyable driving for years to come.

Keep in mind, however, that every automobile has the potential to become a deadly weapon as well as a thing of convenience and enjoyment. Many of the features which make your Chevrolet so desirable to own and drive could, if not handled in a safe, intelligent manner, lead to property damage and injury to yourself and others.

So drive your Chevrolet with all the care and courtesy that you would like other drivers to use. Drive carefully and observe all traffic laws. Be prepared to move over and let the "crazy driver" go by. Do not use the power of your Chevrolet to "show him up". Follow all the common sense "rules of the road" and you will find that, as a safe driver, you will get more enjoyment from your new Chevrolet and you will help to make all driving safer for everyone.



DRIVING WITH THE TURBOGLIDE TRANSMISSION

The transmission selector lever has five positions and a quadrant position indicator located in the instrument panel.

P PARK

Holds the car immovable, even when parked on a hill. Engine may be started and idled in this position. Lift up slightly on the selector lever to shift into PARK position.

R REVERSE

For backing car. Always bring car to a complete halt before moving lever to this position.

N NEUTRAL

Allows engine to be started and idled while car is standing still. It is not necessary to shift into neutral when car is temporarily stopped under ordinary driving conditions.

D DRIVE

With the selector lever set in this position your Chevrolet is ready to provide unsurpassed, effortless performance in any driving situation, winter or summer. Just set the lever in drive and press the accelerator. At speeds below 60 M.P.H., the transmission will provide extra bursts of speed for quick acceleration by stepping down hard on the accelerator pedal.

Hr

Since no Low range is provided (the wide range of the transmission includes that normally covered by low range) the **Hill Retarder** position provides increased engine braking for downhill coasting. Because of the wide range of this transmission, you won't use this range very often. Do not shift into "HR" position above 45 M.P.H.

TURBOGLIDE DRIVING CAUTIONS

- Do not accelerate engine for more than 10 seconds in "D", "R" or "HR" when brakes are engaged.
- When stopped on a hill, DO NOT hold car by accelerating except very briefly. Use brakes.
- Always come to a complete stop before moving selector lever to "P" or "R".
- Take care when shifting to "N", that you do not move the selector lever past "N" and into "D" or "R" position.

STARTING THE ENGINE BY PUSHING

- Turn on key, place the selector lever in "N" until car reaches 25 to 30 miles per hour and move the lever to "HR" position.
- When engine starts, move the selector lever to "D".

Note: It is best not to tow the car to start. When engine starts, the car may accelerate into the tow car.

"ROCK" CAR to escape from mud, sand or snow, by holding down the accelerator a small amount and moving the selector lever between "D" and "R".

PARKING

The steering ease of your new Chevrolet, together with a few words of instruction, will allow you to easily back into a space only slightly longer than the car itself.



- Pull up even with the car ahead of the parking space.
- Turn the steering wheel sharply right as you slowly back up. Keep the wheels hard right until your front wheels are exactly opposite the back wheels of the car beside you.
- Now turn the steering wheel sharply left, continuing to back up.

With only a few trials you will be able to park your Chevrolet with ease.

- Always set the hand brake.
- If parked on a hill, turn the wheels toward the curb.
- With Synchro-Mesh transmission, set shift lever in reverse.
- With Overdrive, set shift lever in reverse, and LOCK OUT the Overdrive.
- With either Chevrolet automatic transmission, set selector lever in "P" position.

Station Wagon and Convertible Information

STATION WAGON—6 Passenger—The rear seat may be quickly and easily converted into cargo space:

- Grasp rear of seat cushion and pull it up and forward.
- Swing support rail over cushion from rear to front and lower cushion until the rail rests on the floor.
- Pull top of seat-back forward and down, thus completing floor.

STATION WAGON—9 Passenger—Both the center seat and the rear seat may be folded flat to form cargo space:

Center Seat

- The **center seat** is folded in the same manner as the rear seat of the 6 passenger station wagon discussed above, except that it has two sections, either or both of which may be folded. The section to the right is designed to tilt forward as a "jump seat" for access to the rear seat.

Rear Seat

- To convert **rear seat** to cargo space, remove **seat** cushion by lifting front edge and pulling the cushion toward you.
- Pull top of **backrest** cushion toward you, to loosen it, and then lift entire cushion up and out of the car.
- Pull hinged backrest toward you, away from the two support rods, and unfold the backrest until it lies flat, forming the rear cargo space floor. Swing the two support rods down out of the way until the seat is reassembled.
- Store the back seat cushion and backrest in a clean, dry place until needed.

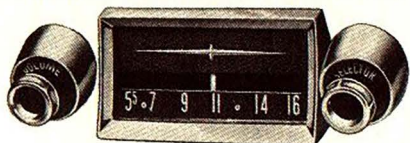
CONVERTIBLE—Except for the folding top, the Convertible model is operated the same as other Chevrolet passenger cars. For top and rear window operation consult the booklet "How to Operate the Folding Top" received with your car.

Accessories and Options

CHEVROLET RADIOS

Chevrolet Radios will give you the same clear, powerful reception in each of the three styles available. These radios differ mainly in exterior operating controls.

MANUALLY TUNED RADIO



- Turn Volume Control Knob clockwise to turn on radio and increase volume.
- Turn Tuning Control Knob to select station.
- Turn Tone Control Ring (under Volume Control Knob) to give the tone you prefer.

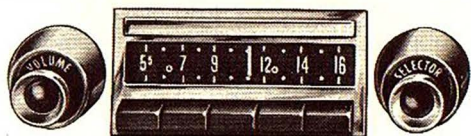
PUSH BUTTON RADIO

In addition to manual tuning, this model may be set to tune in any station you desire at the touch of a finger.

TO PRESET THE PUSH BUTTONS:

- Warm up radio for 10 minutes (30 minutes in sub-zero temperatures).
- Set stations in order of their frequency, starting with the left push button for the lowest frequency.
- Move the push button to right and pull it out one-half inch.
- Tune desired station manually.
- Push button all the way in.
- Repeat this procedure for the remaining buttons. Push button settings may be changed at any time.

SIGNAL SEEKING RADIO



This radio combines the the "signal seeking", or manual and push button tuning features with automatic tuning, feature. You will enjoy this especially while traveling in localities where you are not familiar with the local stations.

To preset the push buttons follow the same procedure as given above for the Push Button radio.

Two extra controls provide the Signal Seeking features:

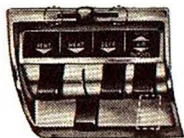
- **Sensitivity Selector**—located just behind the manual tuning knob. Turning this control clockwise increases the number of stations available for automatic tuning. With the Sensitivity Selector in the extreme clockwise position the Automatic Tuning Bar will tune in all listenable stations, while in the extreme counterclockwise position only the most powerful available stations will be tuned in.
- **Automatic Tuning Bar**—Push this bar (located above the radio dial) to reject the station to which you are listening and move to the right to the next station in the range selected by the Sensitivity Selector. When the extreme right of the dial is reached, the Tuning Bar will automatically return to the station at the extreme left and begin all over again, automatically selecting the stations offering the best reception.

HEATER

The Chevrolet Deluxe Heater provides year round comfort regardless of the weather. The easily operated controls are located within reach of both driver and front seat passengers.

TO HEAT

- Set **HEAT** Lever for desired air temperature. Full "down" position of this lever will provide the maximum possible air temperature.
- Set **right AIR** Lever to **INSIDE** (full "up" position) if recirculated air from inside car is desired, or to **OUTSIDE** (full "down" position) to direct outside air through the heater. The **INSIDE** position is useful when outside air is contaminated by smoke or fumes.
- Move **BLOWER** switch to provide the desired blower speed. (Often, with the right **AIR** lever in **OUTSIDE** position, the blower switch need not be used because the forward movement of the car will force a sufficient flow of air through the heater.)



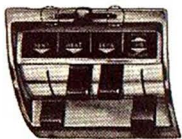
TO DEFROST

- Set heater panel controls as for heating.
- Set **DEFR** Lever to divert desired amount of air flow from the heater ducts to the defroster ducts. (If lever is set all the way down, the entire air flow will go to the defrosters).



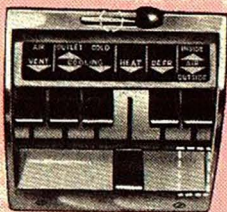
SUMMER VENTILATION

- Set the **HEAT** and **DEFR** Levers to full "UP" position.
- Set left **VENT** Lever to full "DOWN" Set right **Air** Lever to **AIR** (center) position. Unheated outside air will be ducted into the passenger compartment of the car.



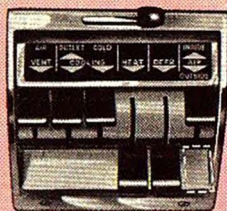
AIR CONDITIONING

With the optional Chevrolet All-Weather Air Conditioning Unit installed in your car you have, at your fingertips, pleasant relief from summer heat, winter cold and oppressive humidity during any season, anywhere.



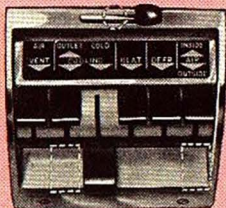
TO HEAT

- Push down the **HEAT** lever to provide the amount of heating desired; all the way down to receive maximum heat.
- Set the **AIR** lever to **INSIDE** to heat and recirculate inside air, or to **OUTSIDE** to direct outside air through the heater. The **INSIDE** position is of particular value when outside air is temporarily contaminated by smoke or exhaust fumes.
- Switch the three-speed blower switch to the desired blower speed.



TO DEFROST

- Set the panel controls as for **heating**.
- The **DEFROST** lever allows all or part of the air flow to be diverted to the defroster ducts. Pushing the lever all the way down sends maximum air flow to the defrosters.

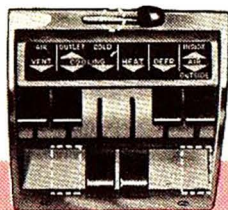


TO COOL

- Push down the right hand **COOLING** lever (marked "COLD")

to provide the degree of cooling desired; pushing all the way down provides maximum cooling.

- The left hand COOLING lever (marked "OUTLET") allows the cooled air to be directed to either the heater duct or the dash diffuser nozzles, or partly to both at the same time.
- Set AIR lever to either INSIDE or OUTSIDE and move the three-speed blower switch to the desired blower speed.



TO DEHUMIDIFY

- Push the right hand COOLING lever (COLD) fully down to provide maximum cooling. As the outside air is cooled, it releases excess humidity.
- Set HEAT lever to heat this air to the desired temperature as it enters the car.
- Set the left hand COOLING lever (OUTLET) as outlined under heading TO COOL above.
- Turn on blower as desired.

In Addition, While Parked . . . An idle control knob provides the higher engine idle speed necessary to provide adequate cooling while parked. This knob is located directly below the Air Conditioning control panel. **On automatic transmission equipped models, do not pull this knob unless transmission selector lever is in park or neutral position.**

REFRIGERANT CHECK

It is important that the Freon refrigerant in the system be checked every 1000 miles during warm weather and seasonally throughout the year. Check the sight glass under the hood. The Freon flowing past this point should be clear. If there are bubbles or dirt particles present it indicates a leak in the system. A Chevrolet service garage should check the system immediately and replace the refrigerant. Any foreign substances, air, water or dirt, will rust and corrode the entire system in a very short period of time.

WINDSHIELD WASHERS

To operate the accessory windshield washers, press the button in the center of the wiper control knob. This will send a spray of water, or other cleaning agent, onto the windshield and automatically start the wipers, allowing them to run long enough to wipe the glass clean and dry before automatically stopping.

Keep the jar or water bag, under the hood, filled at all times. G. M. Windshield Washer Solvent, added to the water, will aid in cutting road film and grease on the windshield and, during cold weather, will prevent freezing of the water in the jar or bag.

Note: This solvent will not prevent the water from freezing on the glass, so do not attempt to clean windshield in this manner in freezing weather.

POWER STEERING

Chevrolet optional Power Steering is designed to reduce steering effort without losing the so-called "feel" of manual steering. Power steering assistance is zero up to a pull of about 3 pounds at the rim of the steering wheel. At the 3 pound load the Power Steering will gradually take over, until, at a pull of about 8 pounds on the steering wheel, it will be supplying about 80% of the effort needed to turn the front wheels.

POWER BRAKES

The optional power brake pedal is positioned at about the same height from the floor as the accelerator, allowing you to merely pivot your foot to apply either pedal.

Much less foot pressure will be needed to stop the car. It is a good idea to make several trial stops to become accustomed to the operation of the brakes.

Should the engine stall, the system will have a vacuum reserve to supply one power stop. If this reserve is expended, increased foot pressure will be needed for brake response.

POWER WINDOWS

In Chevrolets equipped with power windows as optional equipment, an electrical switch at each window replaces the manual window control. Push up on the switch to raise the window, "down" to lower it. The driver has switches to raise and lower any or all windows in the car.

Maintenance and Lubrication

EXTERIOR APPEARANCE

Washing your car—The best way to preserve the original beauty of the finish of your Chevrolet is to keep it clean. Calcium chloride and other salts, road tar, excretion from insects, tree sap, chemicals from factory chimneys and other foreign matter may permanently damage both paint and bright metal parts. Regular, frequent washings and a thorough cleaning after exposure to any of the above is recommended.

Wash the car in either warm or cold (never hot) water; never in the direct rays of the sun; and always wait until the sheet metal surfaces have cooled before beginning. Never wipe off dust and dirt when surfaces are dry because this may scratch the finish.

Polishing your car—Under normal conditions, a good coat of wax will protect the finish of your car. However, as your car becomes older, "spent pigment" in the paint may give a slightly dull appearance to the finish. If this occurs, your Chevrolet dealer offers several types of polishing and wax jobs to bring the car back to its original luster.

CAUTION:

If your Chevrolet is finished with "Lucite" acrylic lacquer (a card in your glove box will inform you if this is the case) **DO NOT** use Polish—either wax or silicone for at least 60 days. With this type finish, a thorough washing is all that is required to maintain a "new car" appearance.

Touching up—Keep a Chevrolet Color Tipon, a small retractable flow brush dispenser in the color of your car, to touch up small nicks and scratches and aid in keeping your Chevrolet looking new.

Protection of Exterior Bright Metal Parts—The same substances harmful to painted surfaces may also damage bright metal parts of the car if they are not thoroughly cleaned regularly and protected against exposure.

Wash all bright metal parts in the same manner as you would the painted surfaces. **HOWEVER, WASH ONLY WITH WATER. NEVER SCOUR OR POLISH BRIGHT METAL PARTS.**

It is recommended that all bright metal parts of your Chevrolet, after being thoroughly cleaned with warm water, be given a coating of wax

and rubbed to a high polish. This will serve to keep corrosive agents away from these surfaces, and should be repeated as often as required.

Cleaning white sidewall tires—Use soap, warm water and a stiff brush to remove road grime and dirt from white sidewall tires. A fine grade of steel wool will remove severe curb scrapes. Do not use gasoline, kerosene or any oil product which could discolor or deteriorate the rubber.

INTERIOR APPEARANCE

Dust and dirt—Clean the interior of your car frequently, using a broom or vacuum cleaner where possible. A damp cloth will wipe dust from hard surfaces.

Spots and stain—Remove upholstery stains as soon as possible or they may become "set" and hard or impossible to remove. First determine the type and age of the stain and the kind of upholstery material. For **oil, grease and road grime stains** the use of any volatile type cleaner is recommended. Do not use alkaline cleaners for they may damage the color or finish of the materials. Other solutions such as hot or cold water, ammonia water, soap, ink eradicant, etc. will probably discolor and disturb the material.

For other stains, such as blood, paint, rust, or ink, consult a reliable upholstery cleaning expert or dry cleaner, because the use of the wrong cleaning agent for a specific stain may "set" the stain and make its removal almost impossible.

CARE OF YOUR TIRES

Tubeless tires are regular equipment on all models of the new Chevrolet. Care for them as you would for any tire. Service and repair operations are somewhat different than for tube type tires. Your Chevrolet dealer is equipped to repair your tires whenever necessary.

Inflation. Check tire pressures when cold about once a week. Maintain the following pressure:

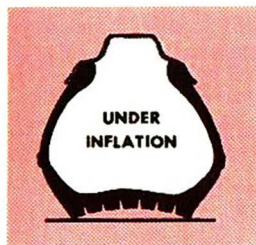
- 22 lbs.—when tires are cold, both front and rear.

NOTE: When operating under heavy load conditions a starting pressure of 24 lbs. is recommended.

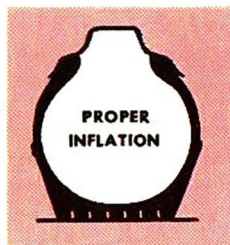
If necessary to check tires when warm:

- 25 lbs.—after driving 3 miles or more **below** 40 M.P.H.
- 27 lbs.—after driving 3 miles or more **above** 40 M.P.H.

Inspection and repair. Nails and other objects are often picked up in a tubeless tire and carried with no noticeable loss of air. Inspect regularly (every 1000 miles) to locate any such objects. If you find a puncturing object, **do not** remove it until you are in a position to change the tire or have it repaired.



Runs Hot
Loosens Cords
Uneven Wear
Blowouts



Good Ride
Good Traction
Even Wear
More Mileage



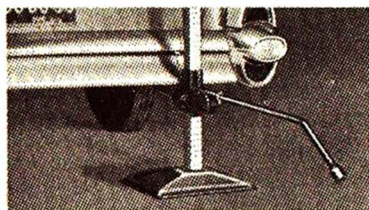
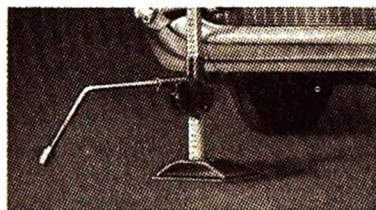
Hard Ride
Poor Traction
Bruises
Fabric Breaks

Also inspect the wheel rim and the tire surface contacting the rim for any damage which could cause an imperfect air seal.

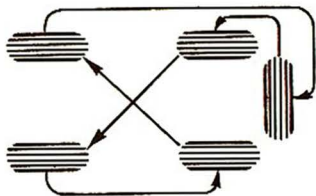
Changing tires. Remove jack and spare tire from rear compartment and position jack under bumper.

CAUTION: Be sure to locate jack as shown in the pictures below.

Set parking brake, block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Set small lever on jack to UP position, and with jack handle, raise car until the tire clears the ground. Remove the wheel and put on the spare, tightening the wheel nuts. Move the jack control lever to DOWN position and lower car one notch at a time until wheel touches ground. Retighten wheel nuts.



Switching tires. If you will change your tires, as shown in the diagram, every 5000 miles you will help them to wear evenly and should get almost 20% more wear than you will get if you do not switch them.



COOLING SYSTEM CARE

Drain and flush the cooling system of your Chevrolet every spring and fall. Check the coolant level in the radiator regularly and maintain its level one inch below the filler cap. In the spring refill with water to which a good rust inhibitor has been added. In the fall, in mild

climates, follow the same procedure. In cold climates it is necessary to refill with the correct proportion of anti-freeze and water to protect against the lowest expected temperature.

Note: To completely drain the cooling system, open the drain cock at the right front side of the radiator, remove the drain plug at the left rear side of the 6-cylinder block or at each side of the V-8 block.

The radiator of your car is filled with "permanent" type anti-freeze which will protect your car during cold weather and will not boil away during warm spells. Should you decide to switch to ordinary alcohol anti-freeze you may find it necessary to add to the solution from time to time since this type will boil away quickly in warm weather. In either case, check the anti-freeze content regularly.

Be sure that your thermostat is operating and is correct for the type of anti-freeze you are using. A "low temperature" thermostat is used with alcohol; a "high temperature" thermostat with "permanent" anti-freeze.

Remove the pressure type radiator cap by turning left to the first stop to relieve the pressure, and then completing the turn to remove the cap.

ENGINE LUBRICATION

After the first 1000 miles of driving, the original light body, heavy duty, oil should be drained from the engine and the crankcase refilled with oil as recommended on page 25. Every 2000 miles thereafter, under normal operating conditions, drain and refill the engine in the same manner. Adverse driving conditions may make it necessary to change the oil more frequently. Where the car is very seldom driven, seasonal changes may be satisfactory. Check oil level on the dipstick regularly.

If your Chevrolet is equipped with an oil filter, replace the filter element after the first 1000 miles and every 6000 miles thereafter. Again, adverse driving conditions may make more frequent changes necessary.

TYPES OF OIL

Engine oils were formerly classified as Regular, Premium and Heavy Duty types. These terms have been replaced by the designations "For Service ML", "For Service MM" and "For Service MS or DG".

For maximum driving protection under all driving conditions it is recommended that you use oils designated "For Service MS" or "For Service DG" in your Chevrolet.

OIL VISCOSITY NUMBER

SAE Viscosity numbers indicate only whether the oil has a light or heavy body, and do not consider other properties or quality.

The lower SAE numbers, such as SAE 5W and SAE 10W, indicate light body oils recommended for use during cold weather to provide easy starting and quick lubrication. Higher SAE numbers, such as SAE 20 and SAE 20W, represent heavy body oils for use during hot weather and improved lubrication under high operating temperatures.

Some oils, termed "multi-viscosity oils," combine the easy starting characteristics of the lower SAE number oils and the warm weather operating characteristics of the higher SAE number oils. These have designations such as SAE 5W-20 and SAE 10W-30.

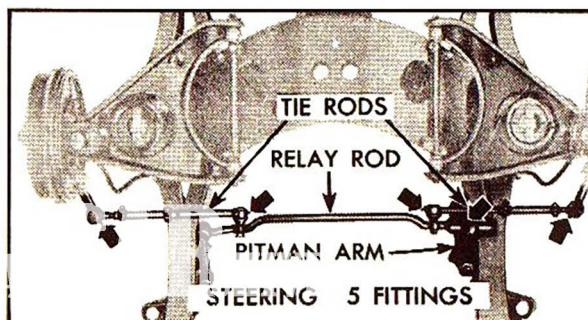
Use the following table to guide you in your selection of oil for your Chevrolet during the various seasons of the year.

LOWEST ANTICIPATED TEMPERATURE DURING TIME OIL WILL BE IN CRANKCASE		RECOMMENDED SAE Viscosity Oils	RECOMMENDED SAE Multi-Viscosity Oils
	32° F.	SAE 20W or SAE 20	SAE 10W-30
	0° F.	SAE 10W	SAE 10W-30
	BELOW 0° F.	SAE 5W	SAE 5W-20

NOTE: For sustained high speed driving where daytime temperature is above 90° F., SAE 30 oil may be used.

LUBRICATION FITTINGS

Chassis Lubricant should be applied at the fittings indicated every 1000 miles. Your Chevrolet dealer is well equipped and trained to lubricate your Chevrolet.



MAINTENANCE GUIDE

	EVERY 2 WEEKS	SPRING	FALL	1st 1000 MILES	EVERY 1000 MILES	EVERY 2000 MILES	EVERY 5000 MILES	EVERY 6000 MILES	EVERY 10,000 MILES	EVERY 25,000 MILES
Check Battery	•									
Check Air in Tires	•									
Flush Cooling System		•	•							
Add Anti-Freeze			•							
Change Engine Break-In Oil				•						
Change Rear Axle Lubricant				•					•	
Lubricate Chassis					•					
Oil Generator					•					
Turn Distributor Lubricant Cup One Turn (6 Cyl.)					•					
Fill Distributor Hinge Cap Oiler (V-8)					•					
Check Transmission Lubricant					•					
Check Rear Axle Lubricant					•					
Check Radiator Fluid Level					•					
Check Brake Master Cylinder Fluid Level					•					
Check Steering Gear Box Lubricant					•					
Inspect Tires					•					
Regular Engine Oil Change						•				
Clean Standard Air Cleaner						•				
Clean and Recoil Crankcase Breather Cap						•				
Engine Tune-Up							•			
Clean and Refill Oil Bath Air Cleaner							•			
Inspect Spark Plugs (Gap .035")							•			
Lubricate Distributor Cam and Breaker Pivot (6 Cyl.)							•			
Check Fan Belt							•			
Check Brake Adjustment							•			
Rotate Tires							•			
Change Oil Filter Element				•				•		
Repack Front Wheel Bearings									•	
Drain and Refill Automatic Transmission Lubricant										•
Repack Universal Joints										•
Replace Distributor Cam Lubricator (V-8)										•
COMPLETE DEALER INSPECTION				•			•			

* Or seasonally.

CHASSIS LUBRICATION

1. FRONT SUSPENSION

Every 1000 miles—lubricate fittings indicated on page 25 with chassis lubricant.

2. STEERING LINKAGE

Every 1000 miles—lubricate fittings indicated on page 25 with chassis lubricant.

3. SHIFTING LINKAGE IDLER BUSHINGS

Every 1000 miles—lubricate with light engine oil.

4. STEERING GEAR

Every 1000 miles—check fluid level in gear box and add Steering Gear, "Multi-Purpose" or "Universal" gear lubricant to maintain at level of filler plug hole.

Power Steering—Service as above and check fluid level in pump reservoir. Fill with Automatic Transmission Fluid "Type A" (with AQ-ATF number), to "Full" mark on dipstick.

5. GENERATOR

Every 1000 miles—fill both oilers to top with light engine oil. **Do not overfill front oiler.**

6. DISTRIBUTOR

Six Cylinder—Every 1000 miles—turn lubricant cup down one turn. (Fill cup with chassis lubricant when necessary.) Every 5000 miles—apply one-half drop of light engine oil to breaker lever pivot and Delco Ball Bearing and Cam Lubricant or high melting point wheel bearing lubricant to cam surface.

Eight Cylinder—Every 1000 miles—fill hinged cap oiler with light engine oil. Every 5000 miles—apply one-half drop of light engine oil to breaker lever pivot. Every 25,000 miles—replace the cam lubricator wick. If desired, this wick may be replaced when the distributor points are replaced.

7. AIR CLEANER

Every 2000 miles—clean **standard cleaner** in solvent and reoil with engine oil. Every 5000 miles—clean **oil bath air cleaner** and reservoir in solvent and refill with 1 pint of SAE-50 engine oil.

8. CRANKCASE BREATHER CAP

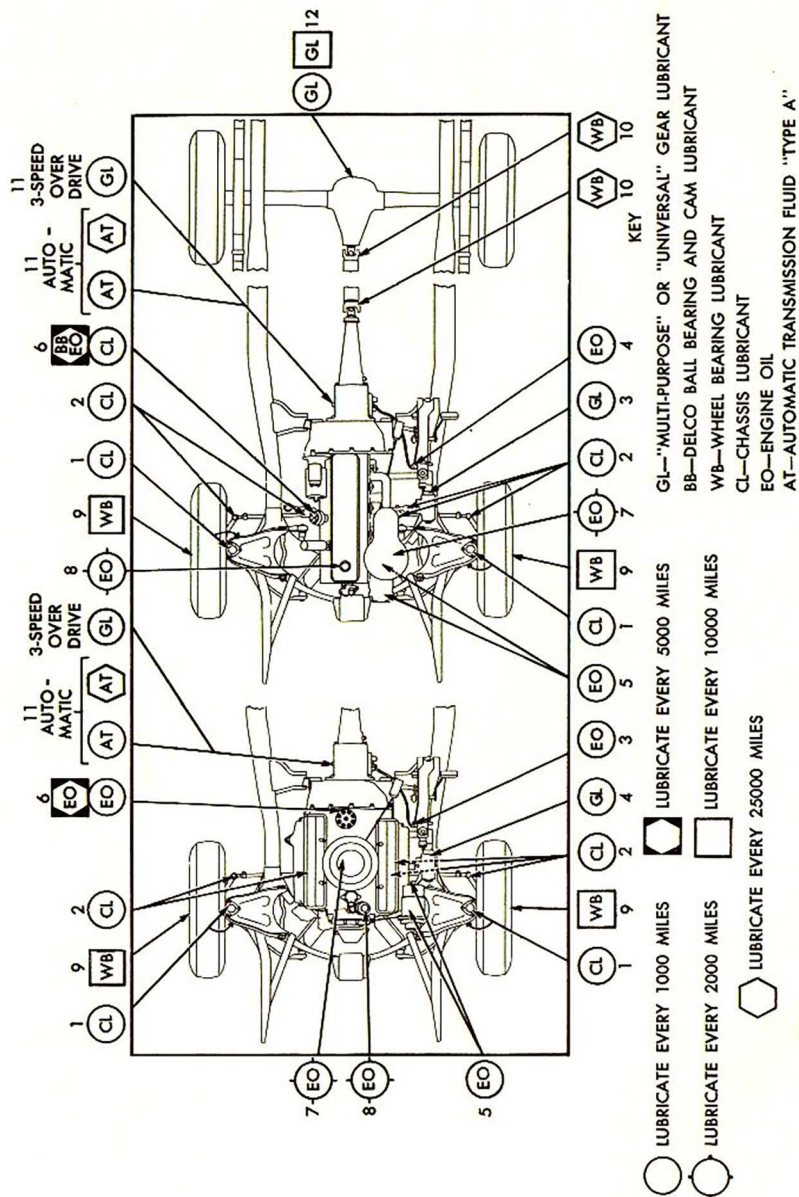
Every 2000 miles—clean in solvent and reoil with engine oil.

9. FRONT WHEEL BEARINGS

Every 10,000 miles—clean and repack bearings with a high melting point wheel bearing lubricant.

10. UNIVERSAL JOINTS

Every 25,000 miles—clean and repack with a high melting point lubricant.



11. TRANSMISSION

Three Speed and Overdrive—Every 1000 miles—at operating temperature, keep lubricant at level of the filler plug. Add SAE-90 Multi-Purpose gear lubricant as needed. Mineral oil gear lubricant may be used.

Powerglide and Turboglide—Every 1000 miles—check fluid level with engine idling, parking brake set, transmission oil hot and selector lever in "N" position. Add Automatic Transmission Fluid Type "A" (with AQ-ATF Number) to bring level to full mark on dipstick. DO NOT OVERFILL. Every 25,000 miles—drain transmission when hot and refill with 4½ qts. of the above lubricant.

12. REAR AXLE

First 1000 miles—drain axle using drain plug and refill with SAE-90 Multi-Purpose gear lubricant. Every 1000 miles thereafter, check and keep filled to level of filler plug. Every 10,000 miles or seasonally—drain axle and refill with above lubricant.

13. OIL FILTER

Every 6000 miles—replace the element in the oil filter if the vehicle is so equipped.

14. BATTERY

Check the fluid level of the battery at each lubrication period. Fill with distilled water, when necessary, to the bottom of the split ring in the vent tube. DO NOT OVERFILL. Check the state of charge of the battery regularly, especially in freezing weather, for an undercharged battery may freeze and break. Clean the top of the battery regularly with dilute ammonia or soda solution and flush with clear water. Oil the battery terminals each 1000 miles with engine oil.

MAINTENANCE HINTS

- The oil level on your crankcase dipstick is satisfactory if it falls anywhere between the marks FULL and ADD OIL. If level falls below ADD OIL, add enough oil to bring the level over this mark. It is not necessary to keep the oil level at the FULL mark.
- It may be necessary to change engine oil and the oil filter element more often than recommended if adverse driving conditions, such as very dusty roads, dust storms or cold and severe weather, prevail.
- Should you ever want to flush the crankcase of your Chevrolet, use three quarts of SAE 10W oil. Run engine at a fast idle until the oil is hot, then drain immediately and refill with the recommended quantity and grade of oil.
- The fan belt drives both the water pump and the generator, so it is important that the belt not be allowed to become frayed or deteriorated.
- Rear wheel bearings need no regular lubrication.

SPECIFICATIONS

Serial and Unit Numbers:

Car—Stamped on plate attached to left front body pillar

Engine—Stamped on boss on block

8 Cylinder—on right front side of block

6 Cylinder—on right side of block to rear of distributor

Dimensions:

Overall Length

All but Station Wagons and Sedan Delv. 198.0"

Station Wagons and Sedan Delivery . . . 201.0"

Width 74.0"

Wheelbase 115.0"

Capacities:

Gasoline Tank

Station Wagon and Sedan Delivery 17 gal.

All other Models 16 gal.

Power Pack Equipped Cars 20 gal.

Crankcase (Refill)

6 Cylinder 5 qt.

8 Cylinder 4 qt.

For Oil Filter, Add 1 qt.

Cooling System

With Heater 17 qt.

Without Heater 16 qt.

Transmission

3-Speed 2 pt.

Overdrive 3 pt.

Automatic Transmissions (Sump Refill) . . 4 1/2 qt.

Differential 4 pt.

Oil Bath Air Cleaner 1 pt.

Power Steering 1.5 pt.

Clearances:

Valve Clearances—Hydraulic Tappets . . . No adjustment needed

Spark Plug Gap035"

Distributor Point Gap (New Points)019"
(Old Points)016"

Clutch Pedal Clearance 3/4" to 1"

SPECIFICATIONS

Engine Data:

	6 Cylinder.....	140
	Turbo-Fire 265 V-8	
	2 Barrel Carburetor.....	162
	Turbo-Fire 283 V-8	
	2 Barrel Carburetor.....	185
	Super Turbo-Fire 283 V-8	
	4 Barrel Carburetor.....	220
	6 Cylinder.....	235.5 cu. in.
	Turbo-Fire 265 V-8.....	265 cu. in.
	Turbo-Fire 283 V-8.....	283 cu. in.
	6 Cylinder.....	3 9/16 in.
	Turbo-Fire 265 V-8.....	3 3/4 in.
	Turbo-Fire 283 V-8.....	3 7/8 in.
	6 Cylinder.....	3 15/16 in.
	Turbo-Fire 265 V-8.....	3 in.
	Turbo-Fire 283 V-8.....	3 in.
	6 Cylinder.....	1-5-3-6-2-4
	V-8.....	1-8-4-3-6-5-7-2
	6 Cylinder.....	8 to 1
	Turbo-Fire 265 V-8.....	8 to 1
	Turbo-Fire 283 V-8.....	8.5 to 1
	Turbo-Fire 283 V-8 (4 bbl. Carb.)	9.5 to 1

Bulb Specifications:

	Candlepower	Number
Headlamp Unit—Upper.....	50 W	Sealed Beam
—Lower.....	40 W	
Parking Lamp and Directional Signal.....	4-32	1034
Tail and Stop Lamp.....	4-32	1034
Instrument Cluster Lamp.....	2	57
Direction Signal Indicator Lamp.....	1	53
Oil Pressure Indicator Lamp.....	2	57
Generator Indicator Lamp.....	2	57
Headlamp Beam Indicator Lamp.....	1	53
Glove Compartment Lamp.....	2	57
Dome Lamp.....	15	1004
Rear Qtr. Lamp—Nomad and Spt. Cpe....	6	90
Courtesy Lamp—Convertible.....	6	89
License Plate Lamp.....	3	67
Radio Dial Lamp.....	2	GE1891
Heater Control Panel Lamp.....	2	57
Clock Lamp.....	2	57

Fuses and Circuit Breaker:

A circuit breaker in the light control switch protects the headlamp circuit, thus eliminating one fuse. Where current load is too heavy, the circuit breaker rapidly opens and closes, protecting the circuit until the cause is found and eliminated. In addition, a 3 amp. fuse protects the panel lights and a 9 amp. fuse protects the stoplight and taillight circuit, clock, glove box, and dome light circuits. These fuses are normally located in the wiring harness to the upper left of the passenger side of the dash panel. If the optional junction block has been installed, the fuses will be found in the junction block at the same location.

Overdrive Fuse—9 amp. Located in the wiring harness on engine side of the dash panel just forward of the instrument panel.

MANUFACTURER'S WARRANTY

It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on Chevrolet motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's warranty against defective materials or workmanship as follows:

"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its vehicles."

"This warranty shall not apply to any vehicle which shall have been repaired or altered outside of an authorized Chevrolet Service Station in any way so as in the judgment of the Manufacturer to affect its stability and reliability, nor which has been subject to misuse, negligence or accident."

The Manufacturer has reserved the right to make changes in design or add any improvements on motor vehicles and chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased.

TIRE AND BATTERY WARRANTY

The battery furnished with your new Chevrolet carries a separate Warranty and your Chevrolet dealer will gladly assist you in registering it with your nearest agent.

The tires furnished with your new Chevrolet are warranted by the Tire Manufacturer and are not required to be registered. All adjustments are made by the Tire Manufacturers Retail outlets on a wear basis.

OWNER SERVICE POLICY

Upon delivery of your new Chevrolet, you received an Owner Service Policy which you should read carefully and keep with your car during the Warranty period.

Under the terms of this policy you are entitled to receive, from any Chevrolet dealer in the U. S. A. or Canada, an inspection and adjustment, on a no charge basis, if the policy coupon is presented during the first 1,500 miles of vehicle operation.

Any Chevrolet dealer in the U. S. A. or Canada is authorized to replace, without charge for material or labor, any parts found to be defective under the terms of the Chevrolet Factory Warranty.

OWNER SERVICE POLICY

1. Delivery . . . The Dealer will see that the vehicle is properly prepared according to Standard Factory instructions before delivery to the owner.

2. Use of this Policy . . . This Owner Service Policy entitles the owner to receive service in accordance with the terms hereof at all authorized Chevrolet Service Stations. This Policy should be carried in the vehicle at all times.

3. Installation of Parts Furnished Under Warranty . . . Parts supplied under the manufacturer's warranty (see Owner's Manual) will be installed by any Chevrolet dealer in the United States or Canada without any charge for labor.

4. 1000-Mile Adjustment . . . The attached coupon, when signed by the authorized Chevrolet selling Dealer, entitles the owner to the inspection and adjustments listed on the back. These services are given free by any Chevrolet dealer in the United States or Canada upon surrender of the coupon.

5. Inspections . . . In order that your Chevrolet vehicle may provide maximum service and dependability, we suggest that you have it inspected every 30 days or 1000 miles by an authorized Chevrolet service station.

6. Tourist Privilege . . . Upon presentation of this Policy by the owner when touring, any authorized Chevrolet service station in the United States or Canada will perform the services as outlined in paragraphs three, four and five.

7. Change of Residence . . . In the event the owner moves to another location before the warranty period has expired, the authorized Chevrolet service station serving the new locality will fully honor this Policy, and will render any no-charge service due under paragraphs three, four and five.

***Owner's Manuals
Service Manuals
Vintage Ads
and more...***



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